

Aug. 20.

KEPT HER OFF JUST IN TIME.

Sch. Ella M. Goodwin Barely
Cleared Big Steamer.

QUICK WORK SAVED FORMER.

Steamer Was Going Fast and
Headed Straight for Vessel.

Sch. Ella M. Goodwin, Capt. James H. Goodwin, arrived with a big trip this morning. She is simply full of fresh fish, but it is a wonder, instead of lying at Davis Bros. wharf this forenoon taking out her trip that she and her crew and all hands are not on bottom somewhere out around Seal island.

A big tramp steamer came near running her down, and it is no thanks to the steamer that the vessel escaped. But for quick handling and fisherman judgment, the result would have been different.

The exciting incident happened about 2 o'clock Sunday afternoon, when the Goodwin, bound home, was 15 miles southwest of Seal island, standing along by the wind, in a dungeon of fog so thick that the man at the wheel could hardly see the bowsprit. The wind was west-southwest.

Before this, the whistle of a steamer was heard to windward and coming close, but she evidently heard the horn of the Goodwin for the captain stopped his craft, gave four or five short whistles, and then making sure he was clear of the schooner, proceeded on his way.

But another steamer was coming from the leeward, and Capt. Goodwin says there was no earthly reason why he could not hear the schooner's horn, especially where the steamer to windward had heard it.

The crew on the schooner heard the whistle on the steamer and answered signal for signal with their horn. The whistle's sound kept coming nearer, but the men thought of course that her captain would hear their horn, and did not feel very uneasy. As a matter of precaution, however, all hands were on deck, and as the sound came nearer, too near for comfort, a dory was put out to use in case of emergency.

The "toot, toot" still continued to work its way steadily toward the Goodwin, and finally Capt. Goodwin fired two guns to attract the attention of those on the steamer, all the while keeping the horn going.

All this evidently did no good, for suddenly, out of the fog and right under the Goodwin's bow and headed right for her, the big bulging hull of a steamer showed through the fog.

It was a trying moment. To keep on their course meant to be hit about the bow. There was no chance to tack, that would have meant a worse blow. There was only one chance and that chance they took. A few quick words, the creaking of blocks, whirling of wheel and whizzing of sheets, and the Goodwin kept off quickly in the smart breeze, and run down along the broadside of the steamer, so close that they could reach out and touch it with an oar. It was a close rub, but those few feet between the sides of the steamer and vessel represented the difference between life and death.

As the little schooner bobbed down along by the steamer, Capt. Goodwin shouted to the bridge, "Why didn't you stop?" Back came the answer, "Why didn't you blow your horn?"

"Think of that," said Capt. Goodwin to a Times representative, "when our horn had been going steady and right along according to regulations."

The steamer's name was the Peter Jipson, and she was evidently lumber laden from some Bay of Fundy port and bound to the southward.

At the time of the narrow escape, the Goodwin's log was on a 25 foot line, and so close were the two crafts when the Goodwin's stern went by the steamer's bow that it was struck and one of the blades twisted by the blow.

Aug. 20.

LIFTED BY WHALE.

Leviathan Came Up Under Keel
of Sch. Lillian.

Craft Raised Out of Water Several
Inches by Blow.

Capt. Augustus Robishaw of the swordfisherman Lillian of this port, who brought in 104 swordfish at Boston yesterday, told a story of a remarkable experience. It seems that about a week ago, while he was near the South Shoals lightship, something struck the schooner on the keel, causing it to rise several inches out of the water.

The Lillian was jogging on the bank and all the men except the captain and one man had gone below. Capt. Robishaw was aft, and the man on deck was at the bow as lookout. Suddenly the vessel was lifted out of the water with a jar that brought all the men on deck in an instant.

They thought something had struck their craft but there was no steamer or sailing vessel about. Just beyond their vessel they could distinguish the outlines of a whale not far under the surface of the water. The whale had sought to rise to the surface when directly under the vessel and lifted the schooner several inches out of the water.

Aug. 20.

ANOTHER OTTER TRAWLER.

Report That Bids Have Been
Asked for Another Spray.

Owners of Present Craft Claim
She Has Been a Success.

For some time there have been rumors afloat to the effect that the owners of the steam trawler Spray were fairly well satisfied with the showing the craft had been making and that they were seriously considering the placing of an order for another craft of the Spray type, with some improvements.

This rumor has been repeatedly denied, but now there seems to be something to it, for the Boston correspondent of the Nautical Gazette, a leading marine journal, says, in his column:

"The owners of the steam trawler Spray, of which John R. Neal, of T wharf, Boston, is manager, are contemplating building another fishing steamer similar in design to the Spray. It is understood that they have already asked for bids from the Fore River Shipbuilding Co., and also from a Philadelphia concern. Since Capt. Oliver Thomas took charge of the Spray, he has, according to the owners, made her a success."

Aug. 20.

CANADIAN CRUISER WANTED.

To Experiment in Lobster Fishery
on Off Shore Banks.

In speaking of the feasibility of following up the off shore lobster fishery, now that a smack has made a haul on Cashes bank, the Clark's Harbor, N. S., Coast Guard says:

"However, there are difficulties in the way, and there can be no speedy, wholesale change to off shore cruises, whatever may come later on. That fishery could only be prosecuted successfully in well-smacks to keep the catches alive."

"The matter is important enough to enlist the attention the fisheries department. It would be proper, as a first step, to despatch a cruiser to make an experiment on some of the above-named banks. It would be worth while to prove the presence of lobsters there, in paying numbers, and then future action might be considered."

Aug. 20.

Plenty of Bait at Lockeport.

Swim Bros. of Lockeport, N. S., wire the Times that the traps there are full of large herring.

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Mackerel Schooling Off Tucker-nuck Island.

A letter to the Times from its correspondent at Nantucket stated that the swordfishermen, which have been fishing ten miles southwest of Tucker-nuck island, a few days ago saw several schools of small and mixed mackerel.

Aug. 20.

SQUID ON GRAND BANK.

So Report Newfoundland Skippers
Recently Arrived Home.

Recent Newfoundland advices tell of bankers returning from the Grand Bank and all with good catches. Their skippers all report light southeast winds and fog on the bank, it being too moderate for vessels to work around. Best of all, they say that squid are plentiful on the bank and the weather very favorable for fishing.

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DAILY TIMES FISH BUREAU.

Today's Arrivals and Receipts.

Sch. Alert, via Boston, 175 bbls. salt mackerel.

Sch. Reboeca, via Boston, 50,000 lbs. fresh fish.

Sch. Pauline, via Boston, 51,000 lbs. fresh fish.

Sch. Ella M. Goodwin, Le Have Bank, 190,000 lbs. fresh fish.

Sch. Madonna, Rips, 40 bbls. salt mackerel.

Sch. Indiana, Rips, 100 bbls. salt mackerel.

Sch. Helen G. Wells, Rips, 45 bbls. salt mackerel.

Sch. Niagara, Georges, 90,000 lbs. fresh fish, 15,000 lbs. salt cod, 10,000 lbs. halibut.

Sch. Tartar, Rips, 150 bbls. salt mackerel.

Vessels Sailed.

Sch. J. W. Bradley, seining.

Sch. Hattie M. Graham, seining.

Sch. Frances P. Mesquita, shacking.

Sch. Clintonia, seining.

Sch. Mattakesett, shore.

Sch. Maud F. Silva, shacking.

Sch. Lafayette, swordfishing.

Sch. Victor, seining.

Sch. Veda M. McKown, seining.

Sch. Norma, seining.

Sch. W. H. Moody, Georges.

Sch. Waldo L. Stream, Georges, halibuting.

Sch. Matchless, Rips.

Sch. A. M. Nicholson, seining.

Sch. Paragon, seining.

Sch. Elva L. Spurling, seining.

Sch. Fannie A. Smith, Georges, halibuting.

Sch. Mary A. Gleason, Rips.

Sch. Hortense, shacking.

Sch. Atalanta, halibuting.

Sch. Diana, seining.

Today's Fish Market.

Bank halibut, 8 cts. per lb. for white and 5 cts. for gray.

Market price large western cod to split, \$2.25 per cwt., medium do., \$1.55.

Large eastern cod, \$2.25, medium do., \$1.50.

Market price fresh large Rips cod, \$2.25 per cwt., medium do., \$1.55.

Market price, salt bank cod, \$4 per cwt. for large and \$3.25 for medium.

Market price salt Rips cod, \$4.12 1-2 cwt. for large, \$3.12 1-2 medium, \$2.50 for snappers and \$2 for haddock and \$1.50 for pollock.

Fresh round pollock, 80c per cwt.

Market price fresh hake, \$1.30 per cwt.

Large fresh mackerel, 20 1-2 cts. each.

Fresh medium mackerel 12 cts. each.

Market price fresh cusk, \$1.75 per cwt.

Dressed fresh pollock, 85 cts. per cwt.

Fresh whiting, 50c per bbl.

Large salt mackerel, \$18 to \$18.50 per bbl.

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Sch. Metamora, 38,000 haddock, 12,000 cod, 6000 cusk.
Sch. Genesta, 20,000 haddock, 15,000 cod.
Sloop Eva Avina, 500 haddock, 500 cod, 1000 pollock, 3 swordfish.
Steamer Diana, 35 swordfish.
Sch. Dorcas, 63 swordfish.
Sch. Galatea, 2000 haddock, 30,000 cod, 2000 pollock.
Sch. Alice M. Guthrie, 20,000 haddock, 30,000 cod.
Sch. Grace Darling, 4000 haddock, 25,000 cod.
Sch. Helen B. Thomas, 9200 haddock, 3500 cod.
Sch. Frances Whalen, 35,000 haddock, 12,000 hake.
Haddock, \$2.50 to \$3.50 per cwt.; large cod, \$3.25 to \$3.50; market cod, \$1.60; pollock, \$1.65; swordfish, 8 1-2 cts. per lb.

Fishing Fleet Movements.

Sch. Mattie Winship was at Portland Saturday with 3000 pounds of halibut.
Sch. Ella M. Doughty was at Portland Sunday with 77 swordfish.
Sch. Gertrude is on Parkhurst's railways.
Schs. Talisman and Madonna are on the Rocky Neck railways.
Sch. Alert is on Burnham's railways.

Mackerel Notes.

Several of the seining fleet are in this morning. Sch. Tartar, Capt. Thomas Somers, has a nice fare, 150 barrels of salted fish and sch. Indiana, Capt. Ambrose Fleet, has 100 barrels of late caught fish.
Sch. Helen G. Wells brought in 45 barrels and sch. Madonna 40 barrels.
Sch. Gossip arrived yesterday afternoon with 60 barrels and sch. Alert brought her 175 barrels from Boston.
The fare of sch. Alert sold to Fred Bradley at \$18.50 per barrel.
The fare of sch. Muriel sold to the Atlantic Maritime Co.

TWO TRIPS AT BOSTON.

Struck Medium Fish Monday Down Off Sankaty Head.

Vessels Also Found Lot of Tinkers in the Schools.

T wharf, Boston, was treated to a pleasant surprise this morning in the shape of two fine fares of fresh and medium mackerel. The fortunate crafts were sch. Thomas J. Carroll, Capt. Thompson, with 4000 large fresh mackerel, 14,000 fresh medium mackerel, 2000 fresh tinker mackerel and 27 barrels of salt mackerel, and sch. Shenandoah, Capt. James C. Gannon, with 30,000 fresh mackerel and 79 barrels of salt mackerel. The fresh mackerel of sch. Shenandoah are mostly mediums, with about 1000 large among them and about 10,000 tinkers.
Both fares were taken day before yesterday, about seven or eight miles off Sankaty Head, in shoal water.

The fare of sch. Tartar sold to the Gorton-Pew Fisheries Co. at \$18 per barrel.

Aug. 21.

GOES TO THE HAGUE.

Newfoundland Fisheries Dispute to Be Arbitrated.

OBSTACLES TO BE OVERCOME.

A Matter of Principle as Well as Dollars.

London, Aug. 21.—The American government, which has taken the lead at The Hague peace conference in endeavoring to promote arbitration, will be responsible for giving The Hague tribunal the most important case yet submitted to it, in the Newfoundland fisheries dispute, which undoubtedly will be taken there as a result of the negotiations conducted in London between the foreign office and the American ambassador, Whitelaw Reid.

Both the foreign office and the embassy maintain a diplomatic reserve, but it has been learned from unquestionable sources that the long correspondence between the two governments made it seem clear that their contentions could not be harmonized and had reached an impasse.

Finally Reid presented a proposal to submit the dispute to the arbitration of The Hague tribunal, having the authority of President Roosevelt and Secretary Root to do so. After a week or two of consideration the British government accepted the proposal and then the American government proposed that for another year, while the matter was in process of arbitration, the fisheries should be conducted as they were last year, under the same modus vivendi.

There has been delay in concluding the arrangement. While the British government has secured the assent of Robert Bond, the Newfoundland premier, to the agreement, Bond will undoubtedly be reluctant to accept the modus vivendi, which he opposed strongly last season. However, there is little doubt that the agreement will be enforced and that the fisheries, during the new season beginning next week, will be conducted on the same methods as the last.

NEWFOUNDLAND'S CLAIM.

Washington, Aug. 21.—Secretary Root's proposition to submit to arbitration a question of so much importance as a matter of principle if not of dollars as this issue between Great Britain and America has arisen over the assertion by Newfoundland of the right of that colony to pass local laws restricting fishing privileges conferred by treaty upon American citizens. Newfoundland's action is based on the plea that the laws are equally applicable to Newfoundlanders, or in other words are precisely similar to laws intended for the protection of game.

Mr. Root's proposition was framed with the deliberate purpose of manifesting the confidence of the American government in the justice and policy of this method of settling such international disputes. The United States of America has been by far the best client of The Hague tribunal; in fact, nearly all of the cases arbitrated by that body have come before it at the suggestion of America and involve matters in which this government had a personal interest. So the agreement to arbitrate the Newfoundland fisheries dispute, coming at a time when the second Hague conference is about to act in a plenary way upon the American proposal for a permanent tribunal, is calculated to strengthen the hands of the delegates who already favor that proposition.

The principal obstacle which had to be overcome in order to secure an agreement with Great Britain was the reluctance of the Newfoundlanders to renew in precise terms the modus vivendi under which the fisheries were conducted last season. They objected particularly to Sunday fishing by the American smacks, while their own people were prevented from doing so, and also to the shipping of Newfoundlanders to make up the crews of the Gloucester fishing boats. It is understood that with the consent of the state department, Ambassador Reid yielded the first point relative to Sunday fishing, but it is not yet known here what disposition was made of the second objection.

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TO PROTECT THE FISHERMEN.

Marine Journal Says Steamship Cos. Should Consider Matter.

Following the editorial agitation in the Times that the route of steamship travel across Georges and other banks should be changed, the Marine Journal, one of the leading marine papers in the country, says editorially:

"Apropos of the plea printed in these columns last week for the greater immunity from annihilation of the Georges Banks fishermen by trans-atlantic liners, it seems that so many close calls are being experienced by fishing craft in that vicinity, besides the two vessels sunk there recently with loss of life, that captains of fishing vessels are becoming afraid to risk their lives as well as those of their crews, a condition which demands some definite action if we are to continue to have our markets supplied with mackerel and codfish, in which the waters on these banks abound.

"This should not be over-difficult of accomplishment, however, as a deviation of the steamers' course of only a few miles would make them clear this particular part of the fishing grounds.

"The Marine Journal in view of this earnestly hopes that this matter will have the immediate consideration of the managers of steamship lines plying on this route, and that some mutual understanding may be reached by them that will remedy this condition, which causes annual loss of life and property among a class of wage earners as fully entitled to protection from unnecessary disaster as any other."

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CATCHING SWORDFISH PAYS.

Crew of Schooner Lillian Shared \$124 68 Each on Last Trip.

It certainly does pay to catch swordfish; indeed it is one of the most lucrative of all the summer fisheries. A day or two ago the little sch. Lillian, Capt. Robishaw, of this port, was at Boston with 104 fish, one of the largest trips of the season. On this trip the little schooner stocked the splendid sum of \$1390.78, and each man of the crew got his share of the voyage, the sum of \$124.68, making it the banner swordfish trip of the season.

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SARDINE MEN HANDICAPPED.

Eastport, Me., Aug. 21.—The American sardine business has encountered a most unexpected and serious condition, caused by the inability of the packers to obtain cans, owing to the shortage in the supply of tin plate. Fish are now plentiful and the catch is just the size most desired for sardines, but it looks as though it would be impossible to operate the factories more than two days each week during the rest of the season.

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